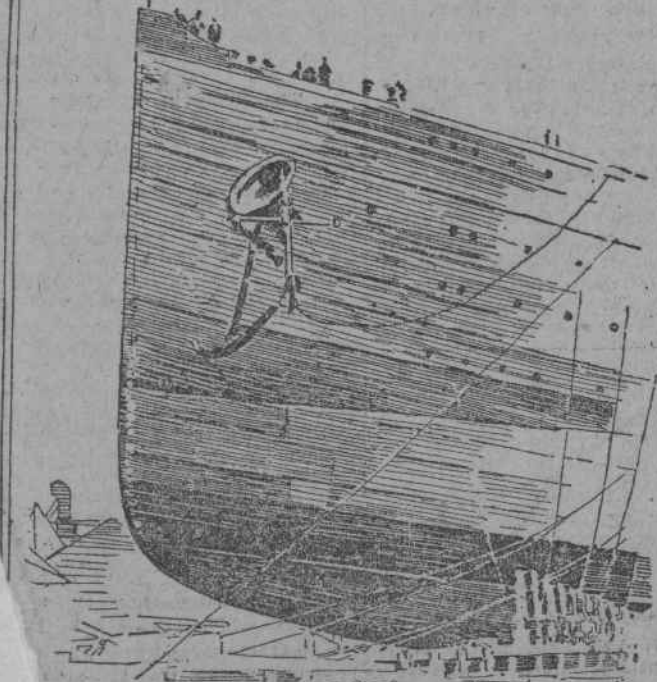


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Views of the St. Paul and Her Officers.

American Line steamship built at Cramps' shipyards, Philadelphia. She beat the record for the voyage between Southampton and this port, held by the New York, also of the American Line, but of another make. The St. Paul made the trip in six days, five hours and minutes.

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QUEEN OF THE FLEET.

Continued from First Page.

o'clock. He claimed to have been the last to leave English soil, exactly six days and four and a half hours precisely, although he had actually been six days, seven hours and fifty-nine seconds aboard the ship. The difference in English and American time explains the paradox.

Among the earliest to leave the ship were Inspectors Hamelmann and Richter, of the North German Lloyd line of steamers, who had made the voyage in quest of experience and information on behalf of their company.

These gentlemen expressed themselves most favorably regarding the results of the American-built ship and her management, both being profuse in praise of Captain Jamison's social and sailorly qualities. Mr. Richter said: "We found the accommodations upon the St. Paul perfect and equally complete for the millionaire and the immigrant. I am particularly impressed with the stowage arrangements."

In reply to the question if the outcome of his voyage might be an order to the American builders for a ship of his line, Mr. Richter said:

"I hardly think so. You are too dear. We can build ships much cheaper, although perhaps not better, in the old country."

Purser Richard Jones, when asked when it was first expected the St. Paul would break the record, said laconically: "When she was built."

Chief Engineer James Carnegie said: "We carried an even pressure of 200 pounds to a square inch throughout the trip. The average revolutions of the screws were 89½ to the minute. June 2 was our best day, when the revolutions averaged 93 1-10, and the average speed for twenty-four hours was 21.3 knots. We never heaved a journal all through, and there were no stops. It cannot be expected that the St. Louis should exceed the speed of the Lucania, when she is only 1,000 horse power, as against 30,000, and has 310 tons of coal a day, while the Lucania consumes 540 tons."

The St. Paul was built at William Cramp & Sons' ship yard, Philadelphia, and reached about eight months ago. She is 4 feet long and 63 feet wide, with a draught of 11,000 tons.

Aldrich for Early Adjournment.

Vashington, June 5.—Mr. Aldrich (Rep., N. Y.) to-day offered in the Senate a joint resolution providing for the final adjournment of Congress on Monday next. He said the Appropriation bills would be passed by that time, and certainly by Saturday. The resolution was referred to Committee on Appropriations.

Bicycle Riders.

serve your complexion by the use of Sillyline, marvellous Skin Tonic.—Adv.

BEWARD, BRITONS!

Continued from First Page.

outriggers, seats, rudder, etc., were securely packed in a large box, while the oars were in two crates. Shortly before 8 o'clock a. m. the boats and paraphernalia were transferred to the steam lighter Eleanor Peck under the personal direction of "Bob" Cook, after which she steamed around to the American Line Pier and delivered the shells on the deck of the liner. Mr. Cook, speaking of the work of the crew in their final practice at New Haven, said:

COOK IS HOPEFUL.

"Their work was somewhat ragged, owing, I suppose, to the fact that they had all been studying very hard and with the strain of the final examinations were all tired out. They had not recovered yet and were nervous, which, of course, explains why their work on the water was not as smooth as might be, but everything considered I was well satisfied with their progress."

"They will be under my eye for the next five weeks. It will, however, require but little more than a week or ten days to bring the crew into proper shape, and as every man is in excellent physical condition, we anticipate that within a few days after our arrival they will be ready to go to work, and although I do not predict a victory, you may be sure that Captain Tredway's men will surprise some people and will do their best to win. Further than that I do not care to make any rash prophecies. You may rest assured, however, that if we are defeated, you will never hear a kick from Yale, while if we win, I guess there will be something of a demonstration when we return."

"There will, of course, be a number of students and their friends at the pier to see us off, but I do not expect a very noisy send-off. You see, we are going to meet probably the fastest crews in all Europe, and a demonstration at this time would be premature. The crew has been in strict training, as you know, for some time, and the regime will be continued until after the race."

RALPH PAINE ENTHUSIASTIC.
Ralph D. Paine, the veteran oarsman, who accompanies the Yale team, will keep readers of the Journal thoroughly posted on the movements of the crew, their hopes and achievements. Last night Mr. Paine spoke in an enthusiastic vein of the crew.

"Although the men average pounds heavier than the popular idea of what is requisite or desirable for a mile race," said he, "we still believe that we can win. As a matter of fact, the crew will row just as though the race were at New London, with the same stroke, method and finish. Material quickening of the stroke would probably mean considerable loss of energy. There is more in getting away from the mark than in the usual four-mile race, and I think the men can be taught the need for this very quickly, when they see the Englishmen get away like lightning in their practice. Mr. Cook's ideas have been pretty well tested in the last twenty years. He has selected a lot of heavy men, to the surprise of many rowing men, who believe that light and wiry eight is best adapted for a sprinting race. But these big men will gain time in the stroke by tearing their oars through the water and absorbing extra heat on their handles, so that the stroke need not be cut off in its other parts. The men are in such fine physical condition that the dangers of over-training and the effects of the English climate are not feared by the Yale coaches."

TWO FAMOUS COACHES.

"The crew has done light work for the past week, there having been no hot weather to pull them down, and they have extra pounds to drop without fear of damaging their spirits and form."

Bob Cook went to England twenty-five years ago, as a pupil in rowing when the campus pawned its furniture and watches to raise the funds. His aquatic education, absorbed on the English Thames, and the original ideas which he has combined with his imported knowledge, have made Yale "head of the river" in this country for the last twenty years. Mr. Cook now goes to England as a master, and his reputation is involved with the fame of the Yale crew. Lehman, the great Oxford coach, holds the position in England, which Cook has won in America, and the two leaders will be

matched at Henley. For the most formidable of the English eights, London Rowing Club, Leander and Trinity Hall, will be made up of old "varsity oarsmen, with the members of this year's Oxford and Cambridge crews."

Mr. Cook's methods and coaching vocabulary, as he jogs along the river bank with crew, instead of on the bow of the Yale launch, will be followed with much interest by the English rowing men.

A race with the crack oarsmen of England has been the dearest ambition of the Yale cracks for many years, during which efforts have been made each season to go on a race with the winner of the Oxford-Cambridge match. Because of the difference in the training seasons of the English and American crews these negotiations have fallen through, and Yale goes to Henley as her only show to meet the Britons, with the distance and conditions of the racing heavily handicapping her."

NAMES OF THE CREW.

When the Yale men alighted from the New Haven train at 9:15 last night they were met by about a hundred of their friends, who, after a few "Rah! Rah! Yale's!" quieted down and walked soberly to the Murray Hill Hotel, where apartments had been secured for the night. The party includes Ralph B. Tredway (captain), '06; G. Langford, '07; S. J. McC. Longacre, '06; P. H. Bailey, '07; J. O. Rogers, '08; W. M. Board, '06; A. Brown, Jr., '06; J. H. Simpson, '07; P. Whitney, '08; P. D. Mills, '07; S. J. S. Wheelwright, '07; L. Clark, '07; J. G. H. De Sibour, '06 (manager); Robert J. Cook (coach), and R. Armstrong, '05 S., captain of last year's "Varsity crew."

G. C. Marsh, one of the substitutes, was notified at the last moment that it would be impossible for him to sail on the Berlin, owing to the fact that his examinations were not entirely satisfactory. He will, however, sail on the next steamer, one week from to-day, and will join the party on the Thames.

John Tredway said, when asked what the members of the crew thought individually of their chances to win the coveted trophy, that they were not going to be too confident of crossing the line a winner. "You see, we have everything against us," he said. "A strange course, a distance we have never before rowed and a climate that we know from the Cornell crew's experience, will be trying for us. We are not going over there to be defeated, though. We expect to give a good account of ourselves, and if we win I guess it will be a victory that we may well be proud of."

ALL IN SPLENDID SHAPE.

John Longacre, who rows No. 6 in the boat, said: "The boys are all in splendid shape physically, and although we don't want to row, each man believes we can come home reasonably close to winning. Barring accident we will either be first across the line or so close that our alum mater will not be ashamed of us. We of course have some obstacles to contend against, but Yale men have never objected very strongly to working hard to gain a victory."

J. H. Simpson (bow) said: "We are not going to say that we will win, but each man is going to try his level best, and with 'Old Bob Cook' with us we know that, barring sickness, we will not give Yale any cause to be ashamed of us."

Bob Cook was there and so was Hon. William C. Whitney, whose son is a substitute on the crew, as well as a dozen other notables, who look back through the years at the days when they were "young fellows." Some of them looked admiringly at the stalwart crew in a manner that seemed to require small encouragement to throw their hats in the air and yell again for the old college.

The crew during their voyage across will not be idle. Arrangements have been made with the steamship company by which they will have an opportunity for light gymnastics and setting-up exercise, which, in addition to walking on deck will keep them in fair condition.

They will, upon their arrival, go at once to the Marsh Mills House, at Wargrove, which will be the headquarters of the American crew until after the great race.

CHEERED AT NEW HAVEN.

New Haven, Conn., June 5.—Forty thousand people witnessed the departure of Yale's crew for Henley to-night, and fully five thousand accompanied them to the depot. It was a big "send-off," one of the biggest ever given any athletic crew at the old university. The procession formed in front of Osborn Hall, opposite the campus, at 6:30 o'clock. The old guard band headed the march, and following them came the crew in open carriages. Then followed the entire undergraduate body. The seniors led the way, and the other classes followed in order. Down Chapel street came the big procession. In solid phalanx it reached from curb to curb, two thousand men being in line. The sidewalks on either side were thronged with people. Meadow street, from the depot up to Church street, was one solid mass of humanity.

Fully ten thousand people were thus congregated. As the crowd came down to the depot, cheer after cheer rent the air, Can-

non cracker exploded, hats, handkerchiefs and flags were wildly waved, and the scene which followed was a beggarly description. Through the front archway of the depot swept the student army. Across the railroad tracks they ran in a wild scramble. On one of the tracks a freight train had temporarily stopped. Up to the top of the cars like squirrels upon a tree climbed over a thousand excited and enthusiastic students. A thousand more lined the long platform at each end and behind these "crowding each other and elbowing their space, was packed a dense mass of people all eager to see the show. When the 7:10 New York express pulled into the station its arrival was greeted with the explosion of giant firecrackers, the cheers and the exhilarating music of a band.

The crew had a special car to themselves and were cheered to the echo. As the train pulled out and the Henley crew bid a temporary farewell to this old historic town "Auld Lang Syne" was sung by two thousand student voices. The crowd took up the refrain and joined with a hearty will. Then the procession reformed and, marching to the campus, a band concert was given amid the glare of fireworks and a pandemonium of college yells. All the streets in the center of the city were congested with people and fully 30,000 attended the concert and celebration to-night.

AMERICAN GIRL ABDUCTED

Taken by Smyrna Robbers, Many of Whom Are Killed Before She Is Rescued.

By Henry W. Fischer.

June 5.—A tragic story comes to me from Smyrna. The pretty daughter of an American tourist, so the dispatch says, while travelling through that country, was abducted in broad daylight by a roving band of robbers.

Next day a demand for heavy ransom was sent to the distracted father, and he, uncertain what to do, reported the case to the police, who took the matter promptly in hand.

After a long search they found the camp of the abductors and by strength of numbers overpowered them in the light which ensued, but, however, until many had been killed on both sides.

The girl was rescued, but she had already been so abused by her brutal captors that her recovery is doubtful.

YELLED ON THE SCAFFOLD.

Windrath, One of Cashier Birch's Murderers, Kept Up His Shouting Till the Last.

Chicago, June 5.—After having once been respited within sight of the gallows, Joseph Windrath, one of the slayers of Carey B. Birch, cashier of the West Chicago Street Railway Company, was hanged at the county jail at noon to-day.

An hour before his hanging the condemned man made a desperate effort to escape from the room in which he was awaiting the end, but was overpowered.

On the scaffold and up to the moment the drop fell he yelled incessantly at the top of his voice: "Matt, open the bandbox!" a phrase which has been on his tongue ever since his conviction, and the constant repetition of which furnished the grounds for the claim that he was insane. To his attorneys this morning Windrath reiterated his denial of any complicity in Birch's murder.

The cashier was shot by Windrath and Julius Mannow, who secured \$150 and fled. Mannow confessed, but Windrath would not, and was once given a stay, that his sanity might be looked into. Mannow has not yet been sentenced.

MAINE GOES TO KEY WEST.

Government Sends the Battleship to Satisfy the Spanish.

By Julius Chambers.

Washington, June 5.—The Amphitrite, which has been at Key West, was detailed for duty to take the North Carolina naval militia on its summer cruise of instruction. It was the purpose of the department to have the station remain vacant until the return of the Amphitrite from her brief detail.

Senor De Lome, the Spanish Minister, protested against leaving the station vacant for even two weeks. He said his people would construe the removal of the vessel from the station as an indication that the United States would not exercise vigilance in preventing filibustering expeditions to Cuba.

The Maine had been ordered to join Buena's squadron at New York, but to satisfy De Lome the order was rescinded and she was sent to Key West to remain until the return of the Amphitrite.

BAG OF DIAMONDS FOUND

Belonged to a Woman Who Perished in the Johnstown Flood.

Pittsburg, June 5.—St. Paul's United Evangelical Church congregation some time ago bought a site for a new building at the corner of First street and Madison avenue. Among the houses on the site was an old yellow frame, which years ago was called the "white mouse," and was once occupied by a woman who was drowned in the Johnstown flood. She had a passion for diamonds, and kept them in a chamois bag.

The supposition is that, fearing robbers, she buried them in the cellar. Then she went to Johnstown. Laborer John Dunn, while tearing down the foundations, found across an old bag, and in it were twenty-eight diamonds of the first water. He was so excited over his discovery that he quit work and hastened to a jeweler's.

A jeweler who examined the stones pronounced them perfect. He said they were worth at least \$2,000. The police want Dunn to turn over the diamonds to them, but he refuses, claiming as the owner he dears, he will sell them.

Pertious Flight of an Elevator.

Chicago, June 5.—A peculiar accident happened to an elevator in the Masonic Temple this afternoon. Twelve people were in the car when with a crash the 1,000-pound safety chain broke and went clattering down the shaft, while the car shot up to the nineteenth floor. At the top the elevator stuck for about five minutes before it could be released. Several passengers nearly fainted, but none were injured.

They All Come Back

"There are fads in medicine as well as in other things," said a busy druggist, "but the most remarkable thing about Hood's Sarsaparilla is that customers who try other remedies all come back to Hood's, and this is why the enormous sales of this great medicine keep up and continue the To whole year round, steady as a clock."

"Why, is it?" "Oh, simply because Hood's Sarsaparilla has more real curative merit than any medicine I ever sold."

This is of daily occurrence in almost every drug store. Hood's Sarsaparilla has cured more sickness, and made more happiness through restoration to health, than any other medicine.

Hood's Sarsaparilla

Is the standard—the One True Blood Purifier.

Hood's Pills with Hood's Sarsaparilla.